

The CENTURION



OFFICIAL PUBLICATION OF THE MANITOBA
CENTENNIAL CORPORATION

JANUARY

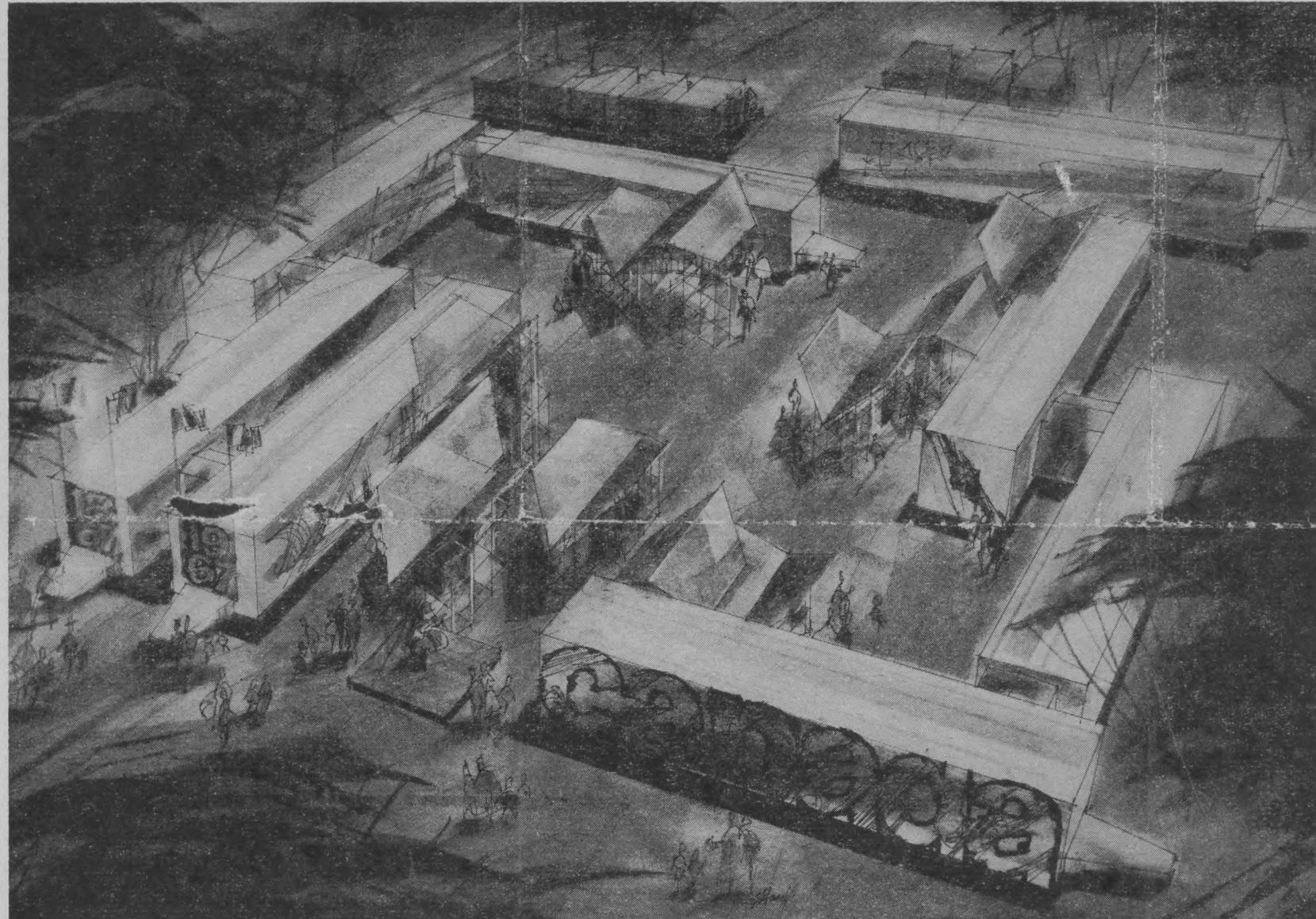
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1966

"The objects of the corporation are to encourage, promote, organize, conduct, direct, or undertake such projects, commemorations, or celebrations as may be fitting and desirable for the observance and celebration of the centennials of Canada and the province."

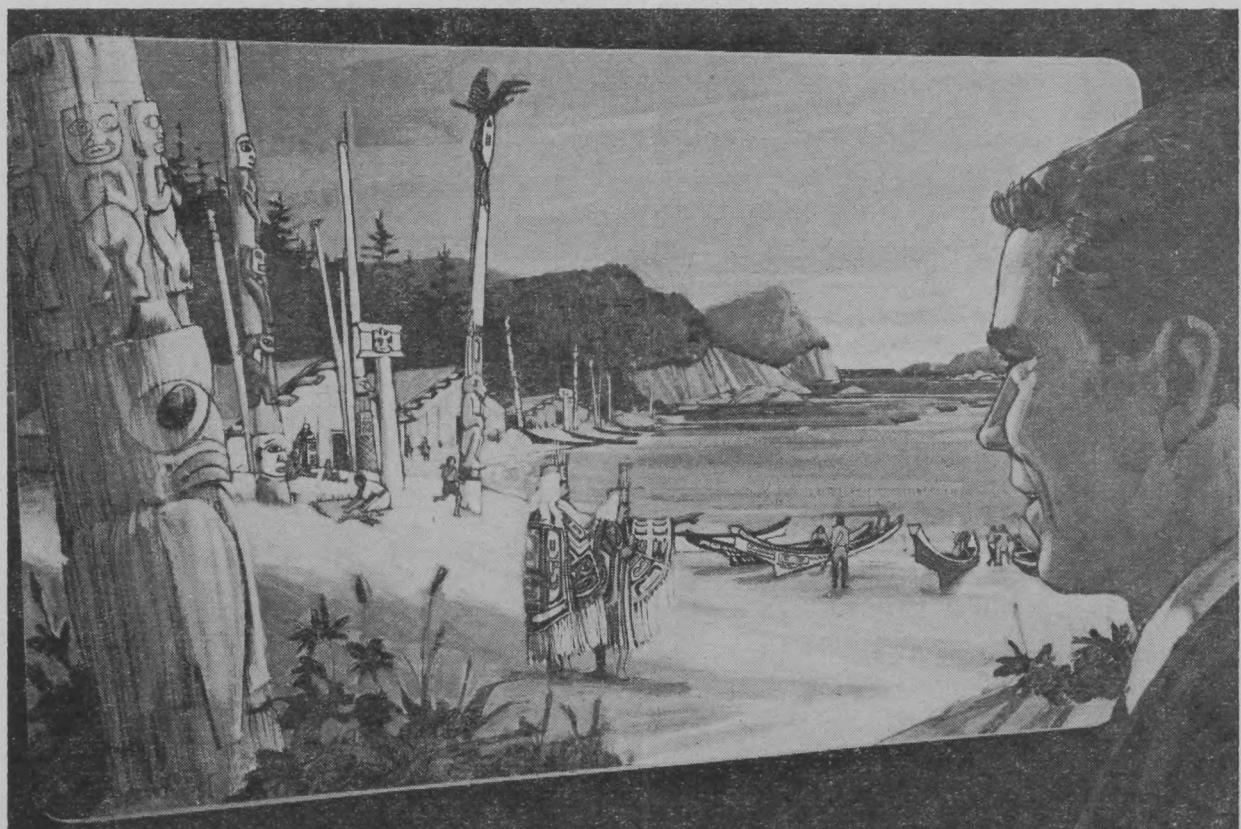
Canada's History on Wheels for 1967

CONFEDERATION CARAVAN SET UP FOR VIEWING



This artist's sketch shows how the eight trailers will be arranged when set up for viewing. The outside regional exhibits will vary in the different areas across Canada but the main theme and interiors will be identical in all eight caravans. The Caravan exhibit covers an area of nearly 20,000 square feet. The Centennial Commission is sponsoring the Confederation Caravan and Train project and millions of Canadians will have the opportunity to see them during the Centennial Year.

HAIDA INDIAN VILLAGE



The Haida Indians along the West Coast of Canada lived a settled and cultural life long before the white man came to North America. This non-migratory tribe lived in permanent villages as depicted in this scale diorama. As part of the Canadian story, this display will appear in each of the eight Caravans.

A MAMMOTH PLANNING TASK

One of the most interesting stories about Centennial planning to date is the story of the beginnings of the Confederation Train and the Confederation Caravans which millions of Canadians will be visiting in 1967. The project is so enormous, and so difficult, that the completed product will represent fully five years of work by hundreds of people.

The basic idea was first discussed back in 1962, and in 1963 some of the details of the idea (Continued on Page 3)

Rene Prefontaine
Takes Ottawa Post



René Prefontaine, the energetic vice chairman of the Manitoba Centennial Corporation and the chairman of the Centennial Student Exchange program has left Manitoba for a position in Ottawa.

Mr. Prefontaine will not be losing touch with the Centennial program however. His new post is that of executive secretary to a joint committee of the citizenship branch and the Centennial Commission. The purpose of the committee is to study existing travel and exchange programs in Canada and in other countries and to direct a permanent travel and exchange program after 1967.

Mr. Prefontaine says that the program he will be planning will help to "build a better and united Canada because it will open the country to all young Canadians and give them the opportunity of knowing their country better."

There are at present two types of student travel programs in Canada: public programs under the Centennial Commission and programs organized by voluntary organizations.

To travel backward in time has always been one of man's most exciting dreams. What would it be like to be able to go back to the time of the Romans? The Elizabethans? The early days of Canada's history?

Even modern science, with all its marvels, cannot actually take us back in time. But Canada's Centennial planners are doing the next best thing. In the Confederation Train and its companion truck-drawn Confederation Caravans, Canadians will be able to get the feeling of what it was like to live in this country in Jacques Cartier's time, in the days when Lord Durham was composing his report, when the fur companies were opening up the West, when the explorers were pushing over the Rocky Mountains to the West Coast, down to the more modern days of the First and Second World Wars, the Great Depression and the great postwar boom.

How can this possibly be done? It can be done with the aid of all the ingenious devices at man's disposal to call up the past. These include photographs, engravings (Continued on Page 3)



About 200 delegates sat down to a sumptuous turkey dinner provided by the ladies of McCreary Saturday at noon, Dec. 11, when visitors from every direction within a 60-mile radius converged on the town for the first regional meeting of the Manitoba Centennial Corporation. The food was all donated and the profits went to support activities in the McCreary arena. Seated at the head table in the background were such notables as Maitland B. Steinkopf, Q.C., chairman of the Manitoba Centennial Corporation, MPs Elmer Forbes and Sig Enns, MLA Gil Molgat, Attorney-General Stewart McLean, Judge C. C. Sparling and Justice A. M. Monnin.

(Photo courtesy The Neepawa Press)

200 Converge On McCreary

(By courtesy of the Neepawa Press)

About 200 delegates from towns and villages within a 60-mile radius gathered in the Memorial Hall at McCreary, Saturday, December 11, for the first regional meeting of the Manitoba Centennial Corporation.

There was a liberal sprinkling of distinguished visitors in attendance, notably Dauphin Member of Parliament, Elmer Forbes, Gladstone-Neepawa MP Sig Enns, Opposition Leader Gil Molgat, Attorney-General Stewart McLean, Juvenile Court Judge C. C. Sparling, Justice A. M. Monnin, of the Court of Appeal, René Prefontaine and other members of the Manitoba Centennial Corporation board from Winnipeg.

Mayor Albert Fletcher welcomed the delegates following a sumptuous turkey dinner served by the McCreary ladies, and outlined some of the features of the newly incorporated Town of McCreary. He congratulated Mike Posmituck and his committee on their organizational abilities, expressing surprise at the large turnout to the meeting.

Several of the head table guests spoke briefly, saluting the efforts of participants in Centennial planning and offering encouragement to others.

Mrs. Percy Genser spoke on behalf of the 15-member board of the Manitoba Centennial Corporation, stating that the board held weekly meetings in the city and had expressed the need to hold a regional meet elsewhere in the province. They had accepted the invitation of the McCreary committee saying "we are proud of you," and hoped that the board members could interpret to the delegates what is happening on the provincial and national scene.

Hon. Maitland B. Steinkopf, Q.C., chairman of the Manitoba Centennial Corporation addressed

the gathering and showed slides of committees and projects around the province.

Joe Martin, executive secretary of the Corporation spoke on the subject "You and the Centennial," emphasizing the importance of having each and every citizen participate in the Centennial activities. Mr. Martin stressed that if "Canada's birthday party" is to be a success, it needs the support and enthusiasm of everyone.

He outlined ways in which a community can become involved, how to set up a Centennial committee, and cited examples of activities that can be planned by individual communities.

A panel on local participation followed Mr. Martin's speech. Panel members were Miss Helen Marsh, chairman of the Dauphin Centennial Committee, Mr. Hebe Hockin, chairman of the Rural Municipality of Langford and Town of Neepawa joint project, and Miss Eltie Pearce, an exchange student from Alonsa.

Miss Marsh and Mr. Hockin provided a variety of examples of Centennial projects with the object of giving delegates an idea of what was being done by local communities and of what could be done.

Miss Marsh said that the Manitoba Legion Command was meeting in Dauphin in 1967 and that the Manitoba Chambers of Commerce had been invited to meet in Dauphin during the Centennial year. She said it was also hoped that a Ukrainian Festival would be held in Dauphin in 1966, as a prelude to 1967.

Mr. Hockin gave the delegates a brief history of the lake area to be developed as the Neepawa-Langford project and explained how the project got underway. He expressed confidence that the project would be a source of future pride to all residents in the area.

Miss Pearce outlined the events

of her trip to Montreal as an exchange student during the summer of 1965. "The Trembley family," she reported, "was wonderful to me. And even though I could speak only a few words of French, and they could speak only a few words of English, they made me feel completely at home."

Miss Pearce gave a detailed account of each day of her trip, including visits to the Place des Arts, Notre Dame Church, Quebec City, and the Houses of Parliament. Of the French Canadian people whom the students met on the tour Miss Pearce observed that "as Canadians they are much the same as we are. They were born in Canada and love their country."

The meeting then opened for group discussion, with delegates from Pine River, Minnedosa, Glad-

stone, Onanole, Gilbert Plains, McCreary, Dauphin, St. Rose, Brookdale and Plumas participating. Among the suggestions offered were: that streets should be decorated; that 4-H Clubs should play a major part in Centennial celebrations; and that a major effort should be made to get the story of the Centennial to the schools and to involve school children in Centennial activities.

On this point, Hon. Maitland Steinkopf commented that a tree planting program for students was being undertaken, that medallions commemorating the Centennial would be struck for school children in 1967, and that other programs to involve school children were being planned.

The group discussion was chaired by Mike Posmituck.

Still Plenty of Work To Be Done: Steinkopf

"The first phase is the easiest," said Hon. Maitland B. Steinkopf, chairman of the Manitoba Centennial Corporation, when he spoke to delegates at the first regional meeting of the Corporation held in McCreary Saturday, December 11. He was referring to the capital construction projects throughout the province.

He announced that 100 projects had been approved by the federal board and that 195 of the 214 Manitoba municipalities (and local government districts) are taking part in one form or another in planning capital construction projects to be completed by 1967. These included arenas, libraries, parks, etc.

He said it was the aim of the Corporation to have every municipality involved in Centennial projects.

"There is still a major amount of work to be done," said Mr. Steinkopf. "As we get to the end of 1966 emphasis will be placed on the events that led to the foundation of this country."

A series of slides — depicting all aspects of the Centennial — were shown and described by Mr. Steinkopf. He said of the work of the various Centennial committees throughout the province, "half the fun is in the planning, and the other half is in the satisfaction of seeing the plans carried out."

100 PROJECTS APPROVED

As of January 15, 100 municipal capital projects had been approved in Manitoba. Watch the next issue of The Centurion for announcement of more Centennial projects soon to be undertaken by Manitobans.

Countdown

(A progress report on Manitoba's municipal projects as they are approved. The total number approved to date is one hundred.)

* * *

The City of St. Vital will build an indoor arena and ice rink. It will be of permanent construction, with a running track and other facilities. The arena, scheduled for completion September 1966, will accommodate 2,000 people. Total cost of the project is to be \$275,000.

The Town of Selkirk, together with the Rural Municipalities of St. Andrews and St. Clements, will undertake a recreational park at Selkirk. Federal and Provincial grants total \$38,298. The town of Selkirk will contribute \$71,129; R.M. of St. Andrews, \$5,326; and R.M. of St. Clements, \$5,347.

The Town of Roblin, in conjunction with the Rural Municipalities of Hillsburg and Shell River, will be developing a fair grounds and sports grounds projects. Grants will make up \$8,526 of the total cost of \$18,289, and voluntary donations total \$5,500.

The Village of McCreary and the R.M. of McCreary have chosen to build a skating arena at a cost of \$26,000. Local voluntary donations will make up the remarkable sum of \$17,644 — thanks partly to the inspiration of liquidating dormant bank accounts to help raise the required money.

A library, at a total cost of \$48,538, will be built at Thompson as the project of the Local Government District of Mystery Lake. Costs will be met out of federal, provincial and municipal funds.

Another library will be built by the Town and Rural Municipality of Gimli. The cost: \$19,008. An anonymous citizen donated the property on which the library is to be built as a personal Centennial project.

The R.M. of Franklin has received approval to build a community hall at Ridgeville. \$9,800 of the total \$16,024 cost will be met out of local voluntary donations.

A recreational park, museum and wading pool at Oakbank will be the project of the R.M. of Springfield. Cost of the project will be \$10,002; of this \$1,667 will come from voluntary funds and the balance will be met by Federal and Provincial grants and a municipal levy.

The Town of Emerson will be making improvements to an existing park as its project. The cost will be \$2,796.

A park on picturesque Gopher Creek in the Town of Virden will be that community's Centennial project. The cost, to be met by contributions from the three levels of government, will be \$10,000.

The R.M. of East St. Paul will develop a park at Bird's Hill at a cost of \$6,000. The park will surround the present Cenotaph, which is situated on the highest point of land in the Bird's Hill area.

A public beach and camping grounds will be developed at the junction of the Vermillion River and the Robertson River by the R.M. of Dauphin. The project, which will cost \$11,000, is the second approved for this rural municipality.

A community recreational centre, which is to contain an historical display area, has been approved for the R.M. of St. Francois Xavier. Local voluntary donations will make up \$8,169 of the total \$14,751 cost.

A small park with an outdoor skating rink has been selected by the R.M. of Victoria Beach as its Centennial project.

(Continued on Page 4)

A MAMMOTH STORY

(Continued from Page 1)

were put down on paper. There were three main problems facing the planners: What to show Canadians of their history; where to show it; and how to get it there.

To answer the first question, researchers at Centennial headquarters in Ottawa went across Canada to find out from Canadians themselves what they would like to see. They talked to historians and hardware dealers, to cabinet ministers and cab drivers, to farmers and fishermen, to office workers and factory workers.

After an idea had been obtained as to what Canadians would most like to see, the design tasks for the train exhibit were started. The same story line is repeated in each of the eight Confederation Caravans—the history of Canada's exploration, exploitation and development from the earliest days down to the present, is traced in a highly colorful and dramatic way.

When the planners considered where Canada's history, in this form, could be shown, they soon discovered that, although this country has the longest railways in the world, there are not many places with enough idle track to park a 1,200 foot long train for any length of time—and that is how the long the Confederation train will be.

But even before it could be decided where to send the exhibits, plans had to be made about the construction of the train and the caravan trailers.

There were no trailers big enough for the caravans either, until the Alberta Trailer Company in Calgary agreed to make 64 outsize vehicles as required by the planners. They are 50 feet long, 10 feet broad and 12½ feet high and are hauled by a 23-foot truck. This makes them the biggest thing on the road on this continent.

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Project Chairman

Eight Dodge trucks, to draw the trailers, have been obtained for testing. Eventually 56 more will be bought. Alberta Trailer will also build special bodies for these, to house facilities for maintenance, sanitation, first aid and the generation of electricity.

With these details out of the way, researchers went to work on population figures, vehicle tonnages, road mileages and conditions in every part of Canada. For the caravans, they needed easily accessible sites covering more than 40,000 square feet. Sanitation facilities, parking, and traffic control all had to be considered.

With a tentative itinerary on paper, six student engineers (one for each of the country's six geographical regions) went out in the summer of 1965 for an on-the-spot survey. They met with provincial Centennial officials, municipal authorities and property owners. They reported back to Ottawa on nearly a thousand potential caravan locations. Experts at Centennial headquarters analysed these reports and began to make the necessary arrangements with the responsible people in the provinces for site improvements.

In the summer of 1966 the engineer survey group will go around again to check on progress. Then, in 1967, they will repeat the journey about a week before a caravan is due to arrive in any area.

But this is just some—not by any means all—of the planning that is going into this gigantic enterprise to bring living Canadian history to more than 750 communities in every part of the country.

STORY ON WHEELS

(Continued from Page 1)

and paintings; dioramic displays and peephole viewers; recorded sounds; and even recreated smells. It can be done by making use of historical relics, such as Louis Riel's revolver. All these are being used to illustrate dramatically Canada's great story.

The Confederation Train will consist of six specially remodelled railway cars. The eight Confederation Caravans each will consist of eight giant-sized trailers—the biggest things on the road in North America. The exhibit in each caravan is essentially a duplicate of the one in the train. But each caravan will have additional displays outside of the vans, the displays varying with the regions in which the caravan travels.

If you think that Canada's history is a pretty dull and dusty subject, you are due for a big surprise when you make your way through the Confederation Train or one of the caravans (and it is estimated that up to 5,000 people a day can go through a caravan).

Canada's story will begin for you as you enter the first car of a caravan. Here you come face to face with the Canadian wilderness as it was before the white man—a panorama of rocks and moss and trees.

Then, miraculously, you seem to be walking along the bed of a river. Above floats a birch bark canoe. Along the shore are snowshoes, axes, muskets and other vital tools of the explorers who opened up this vast land.

Beneath your feet are reproductions of the earliest maps that were made of Canada. When you leave the river bed, you pass through the interiors of pioneer homes—one French, the other Loyalist. Around you are photographs of all kinds of Canadian homes, from a "down-east" house with shingled siding to a sod hut of the early prairies.

A novel art exhibit will consist of the best efforts of more than a million Canadian school children who have been asked to illustrate the causes and events leading up to Canada's Confederation.

From Confederation itself, you journey now takes you to the beginning of the political solidification of the country, through the great days of the buildings of the railways, the opening up and development of our mineral wealth. Nickel at Sudbury, gold at Timmins, coal in Nova Scotia, and the great adventure story of the Klondike gold rush—all have their place.

Next on the journey down time comes the pre-war era that belongs to the Canadian West—the flood of immigrants from Europe, the sowing of the prairies to wheat.

The visitor will go through the First World War, with all the noise and smell of battle around him, then be pitched headlong into the Roaring Twenties—the Charlton, the Byng-King political crisis, the discovery of insulin and other events of that era.

Then comes the Great Depres-

sion and drought, the dustbowl, the breadlines, the headlines, down to 1939 and the outbreak of the next war. This is treated in the exhibit as a commentary on the Machine Age—tanks and aircraft and death.

But brighter things are in store as you move through the 1950s and into the 1960s. Here is Canada's almost incredible economic progress in the age of computers laid out before you. Here is our industrial development, the giant strides in the chemical field, the miraculous advances in medicine, and our progress in every cultural field.

Here too is Canada as an international power. There is a look at our contribution to the United Nations, our help through the Colombo Plan to nations less wealthy than we are, our impressive successes in using atomic power for peaceful purposes, our Alouette space vehicle, and many more examples of Canadian progress.

The Confederation Train and the Caravans should, as a living history book, do much to tell

Canadians about the proud record of their country and themselves.

Just to put together an exhibit of this complexity—let alone nine exhibits—would be a tremendous feat. But to put them together in such a way that they can be taken across the country on wheels, is a most remarkable achievement.

The train will visit 83 larger centers, and the caravans will visit some 660 communities to which the train can't go. The Schedule for Manitoba appears below.

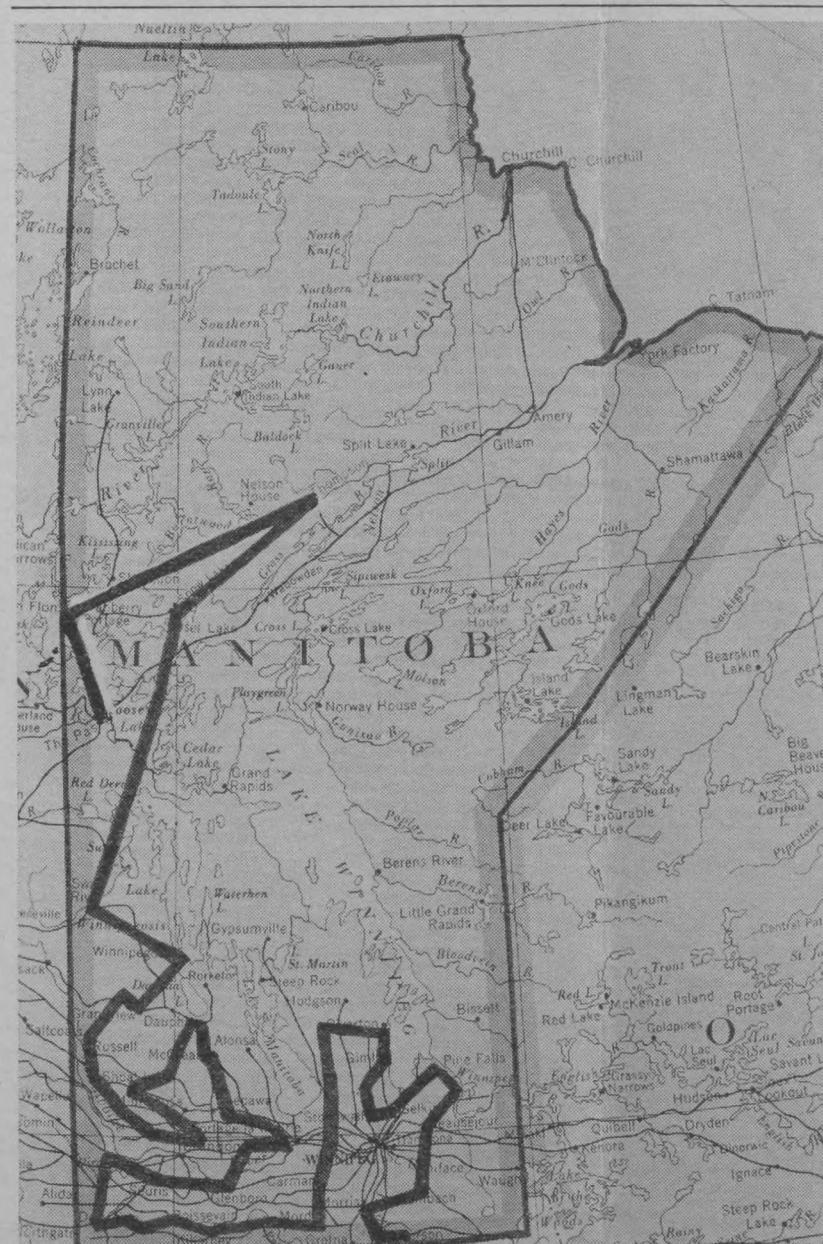
The building of the train and the caravans, the setting up of the exhibits, the preliminary research into historical aspects, the work that has had to be done to arrange for all the stopovers to be made by the train and the caravans (try to figure out where a caravan with eight giant trailers could comfortably park in your area!), all would make exciting stories in themselves.

But what they all add up to is a colorful, imaginative and exciting history—Canadian history on the move, just as Canada itself is on the move as it enters its second century as a nation.

SLUICE MINING



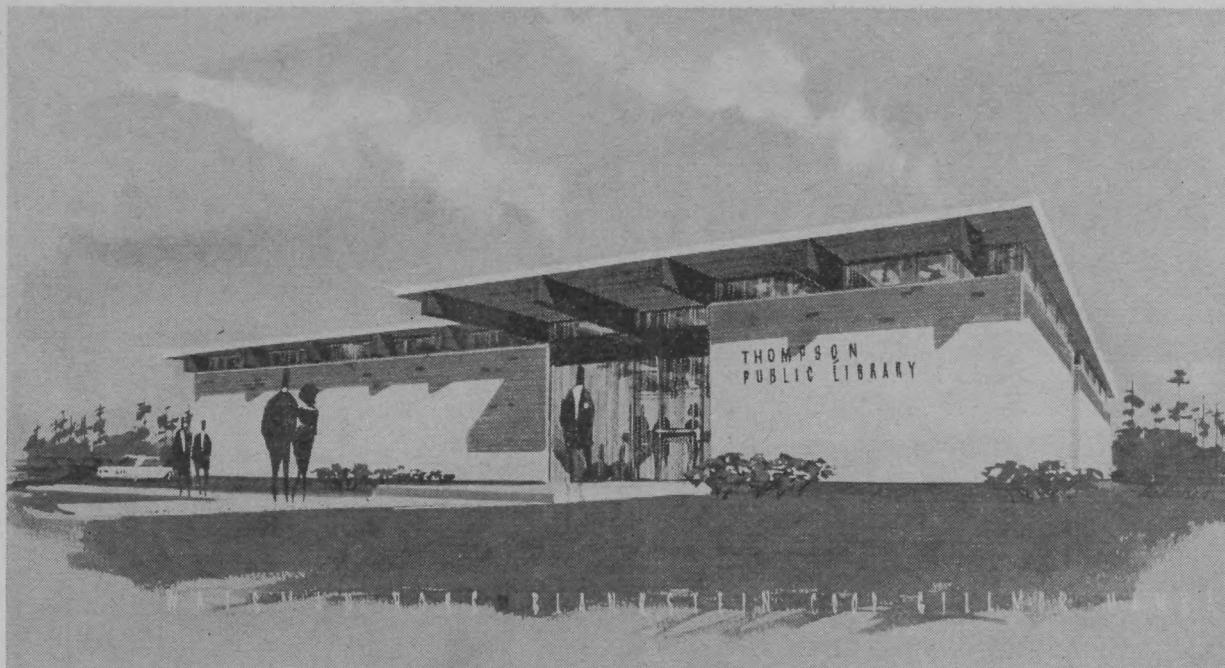
This type of mining was common during the years of the Gold Rush. It was a one-man operation and was used extensively throughout the West and in the Klondike in the late 19th century. Replicas of this mining operation, as pictured above, will be in each of the eight Caravans.



Confederation Caravan 1967

EMERSON	MAY 16
ALTONA	May 17
MORRIS	May 18
ST. PIERRE	May 19
STEINBACH	May 20 and 21
STE. ANNE	May 22
BEAUSEJOUR	May 24
LAC DU BONNET	May 25
PINE FALLS	May 26
SELKIRK	May 27, 28 and 30
STONEWALL	May 31
TEULON	June 1
GIMLI	June 2
ARBORG	June 3
ASHERN	June 4
LUNDAR	June 6 and 7
ELIE	June 8
CARMAN	June 9
WINKLER	June 10
MORDEN	June 11
MANITOU	June 13
CLEARWATER	June 14
KILLARNEY	June 15
BOISSEVAIN	June 16
DELORAIN	June 17
MELITA	June 18
RESTON	June 20
VIRDEN	June 21 and 22
SOURIS	June 23
WAWANESA	June 24
GLENBORO	June 25
TREHERNE	June 27
ST. CLAUDE	June 28
AUSTIN AGRICULTURAL MUSEUM	June 29
GLADSTONE	June 30

(Continued on Page 4)



This is an architect's sketch of one of the projects described in "Countdown" in this issue of the Centurion. The library is the Centennial project of the Local Government District of Mystery Lake. It is to be built at Thompson and the target date for its completion is November 1966.

Countdown

(Continued from Page 2)

Another park will be undertaken by the **R.M. of LaBroquerie** at the village of LaBroquerie. It will cost \$4,483, with the three levels of government participating in the cost.

A nine-hole golf course has been approved for the **Town of Winkler**. More than one-third of the total cost of \$18,308 will be met out of local voluntary donations.

The **Cross Lake Indian Band** has decided to build a hall as its contribution to the Canadian Centennial. Cost of the community hall will be \$5,000 and the target date for its completion is December 1966.

The **Village of St. Pierre** and the **R.M. of DeSalaberry** will be co-operating in the conversion of the arena at St. Pierre to a year-round facility. Cost of the project is \$20,000 immediately; but provision for artificial ice in the future will be made in the plans.

The **Village of Ste. Anne** and the **R.M. of Ste. Anne** have received approval for the construction of a four-sheet curling rink to be completed by April 1967. Both capital cost and maintenance have been guaranteed by the Village of Ste. Anne.

A recreational and tourist park to be situated in Newdale is being planned by the **R.M. of Harrison**. Harrison is also planning improvements to the beach area at Sandy Lake as an additional Centennial project, which was previously approved. Combined cost of the two projects will be \$5,166.

A memorial park is planned by the **R.M. of West St. Paul**. Cost of the project — \$3,600 — will be divided evenly among the three levels of government.

A community centre and fair grounds at Lundar have been approved for the **R.M. of Coldwell**. Initial cost of the project will be \$7,000; but the community plans to add grandstands at its own (voluntary) cost once the fair grounds are completed.

The **R.M. of Richot** and the **R.M. of Hanover** are planning a \$25,000 arena at Niverville. It is expected that the arena will eventually form part of a proposed \$90,000 sports centre complex in Niverville.

The **Town of Morden** is undertaking the development of a park and recreation grounds, to cost \$22,000. The park will include an ornamental fountain, native stone fence and gate. It is to be completed by September 1966.

Approval has been received by the **Town of The Pas** for the development of a park, to cost \$20,442. A part of the park development is being undertaken as a winter works project.

A community hall will be built at Ashern by the **R.M. of Sigrunes**. Cost of the project will be \$18,000. Of this amount, over \$13,000 will be met out of local voluntary funds.

The development of Leslie Park is the project of the **Village of Lac du Bonnet**. Work on the park will cost \$8,139. The property on which the park is to be developed was donated to the village by Mrs. Alex McIntosh, a long-time resident of Lac du Bonnet.

The **Peguis Indian Band** will undertake the construction of a hall at a cost of \$27,100. Of this, \$23,886 will be met out of band and voluntary funds. Provincial and federal per capita grants total \$3,214.

The **R.M. of Shellmouth** and the **R.M. of Boulton** will be building a community centre at Inglis. Of the \$20,000 cost, \$12,347 will be met out of local voluntary funds.

The **Village of Treherne** and the **R.M. of South Norfolk** will be converting their present community centre to year round use as a Centennial project. Cost of the project will be \$8,000.

A park building is proposed by the **Town of Souris** in co-operation with the **R.M. of Glenwood**. Cost of the building will be \$12,000. Government grants will total \$5,542 and \$6,458 will be met out of local municipal funds.

A community hall is planned by the **R.M. of Montcalm** for St. Jean Baptiste. The project will cost \$35,000; almost \$30,000 of this will be collected from local voluntary funds, to be guaranteed by the municipality.

The **Village of Wawanesa** is planning a \$2,250 ball park. Federal and provincial governments will contribute \$456 each, the balance is to come from local voluntary funds.

A new community centre will be built by the **Local Government District of Snow Lake**. The Hudson's Bay Mining and Smelting Company will contribute \$5,000 of the \$20,000 cost, and voluntary donations will make up another \$6,170.

Two roadside parks will be developed by the **R.M. of Sifton**, at a cost of \$6,000. Municipal funds will provide \$3,900 and the balance will be made up of provincial and federal per capita grants.

Another park is being planned by the **Town of Melita**. Federal and provincial governments will provide \$1,038 each and the municipality will contribute \$3,300.

The **Town of Rosser** has received approval to build a community hall at a cost of \$2,650. Federal and provincial grants will total \$1,750 and the balance will be met out of local funds.

Students Like School Slide Presentation

A squad of volunteers, working with the Manitoba Centennial Corporation, will be visiting a total of 82 schools in the Greater Winnipeg area within the next few months. The volunteers — there are 33 of them in all — are taking the Centennial story into the classrooms and the students, according to the volunteers, are loving it.

Many of the students have so far heard little (at any rate, little of personal interest to them) about the Centennial plans. The presentation — in words and pictures readily understandable to even very young students — represents, in many cases, the students' first real contact with "Canada's Birthday Party." The volunteers report that they are enthusiastically received by the students and are often asked to answer a multitude of questions.

Many of the volunteers are bilingual, so that the slide presentation and the verbal Centennial story can be taken with equal ease to French-speaking students.

The slide presentation explains to the youngsters that this is Canada's 100th birthday, and that all the people will be joining in a gigantic birthday celebration. There are 67 slides in the presentation, depicting a variety of projects ranging from the Confederation Train and Caravans, through various capital projects being undertaken, and to local beard growing contests.

So successful is the program of presentations by volunteers that (according to one volunteer) the biggest difficulty in making the presentation is coping with the youngsters' enthusiasm. With such a reception being received, the Manitoba Centennial Corporation considers the school visits a most important part of its program.

Caravan 67

(Continued from Page 3)

McCREADY—July 1

STE. ROSE DU LAC—July 2

WASAGAMING—July 4 and 5

MINNEDOSA—July 6

CARBERRY—July 7

RIVERS—July 8

HAMIOTA—July 9

SHOAL LAKE—July 11

BIRTLE—July 12

RUSSELL—July 13

ROBLIN—July 14

GRANDVIEW—July 15

ETHELBERT—July 16

WINNIPEGOSIS—July 18

SWAN RIVER—July 19, 20, and 21

SNOW LAKE—July 23

THOMPSON—July 25 and 26

FLIN FLON—July 28, 29, 30, and 31

THE PAS—August 2, 3 and 4

Escorts Required

Twenty groups of 24 Grade IX high school students from all parts of Manitoba will be visiting cities and towns across Canada this summer, as a part of our Centennial Program. This will be the third year for these tours.

The first unit leaves Manitoba early in July. The last unit returns in late August. A tour takes 10 days.

One male, one female adult escort is required for each unit of 24 students.

Escorts must have the ability to get along with young people, while directing them, and should have had previous experience with youth groups and travel. It is not necessary that they be professional teachers.

Escorts will receive no remuneration, other than for expenses incurred due to duties. Transportation, accommodation and meals are provided.

Applications are to be submitted by March 15th. Please state age, marital status, sex, teaching qualification and experience, and other pertinent detail. References will be appreciated.

Testimonial for Centennial History Chairman



Professor William Lewis Morton — "a great son of Manitoba and her chief historian" — was honored recently by the Manitoba Historical Society for his contribution to this province and its people.

Professor Morton has long been associated with the University of Manitoba and is provost of University College there. He is also chairman of the historical committee for Manitoba's Centennial plans and, in addition, is co-chairman of the authors' committee. He is leaving Manitoba this summer to become master of Champlain College at Trent University, Peterborough, Ontario.

Both the time and the place of the Society's testimonial dinner for Professor Morton were significant. The date was January 11, which is the birthday of Sir John A. Macdonald, the architect of Canadian Confederation. The place was the Carleton Club in Winnipeg, which was the office of the Portage, Westbourne and Northwest Railroad until 1894 when the CPR took it over. Professor Morton was born at Gladstone, a community on that railway line.

Professor Morton was presented with a cheque by Mr. Justice Samuel Freedman, chancellor of the University of Manitoba. The purpose of the cheque, Mr. Justice Freedman said, was "to buy a Manitoba painting."

Mr. Justice Freedman had high praise for Professor Morton's writing of "Canada's cultural identity, her cultural plurality, her free society." He recalled that Professor Morton had been editor of the university student newspaper, The Manitoban; president of the student union; a Rhodes scholar; a student, teacher and good professor.

He could have added that Professor Morton is also an ardent booster of Manitoba's and Canada's Centennial programs and plans.